

MAURETANIA MADE AN EPOCH

NEW YORK TO LONDON BY MAIL IN 3 DAYS 3 HOURS 40 MIN.

Passengers Arrived 48 Minutes Later—Day of Joy at Fishguard—Big Crowd There at London Station as Special Train Rides In—Head Winds Overcome

Special Cable Dispatch to THE SUN.
LONDON, Aug. 30.—A new record was made to-day for passenger and mail transportation between New York and London. The Mauretania, having first made a new record for the eastward Atlantic voyage, speeded on to Fishguard, the new port of call for the Cunarders in south Wales.

There arrangements had been made by the Great Western Railroad officials to expedite the journey to London. The special train which awaited the steamer at Fishguard arrived at Paddington station at 6:40 P. M. sharp, the journey taking four hours and 33 minutes. The first mailbag left the station only four minutes after arrival and they were all cleared in ten minutes. The mail destined for the city proper was delivered to-night. The suburban mail will be delivered to-morrow morning, as will also be the Mauretania's Paris mail.

The first part of the passenger train, with its portion of 218 people, which left Fishguard amid the enthusiastic cheers of the people of that place, reached Paddington station at 7:28. It was received with great cheers by a crowd of 2,000 persons that had assembled there. It had made a record journey. Lord Barmore and Lord Churchill and the chairman of the Cunard company were on the train. After their swift and pleasant sea voyage the passengers expressed themselves as still further delighted at the arrangements that had been made for their quick transfer to London and the comfort of the train service.

On its trip through Wales and all the way to London the train, which was drawn by the record making engine King Edward, was cheered by people who gathered at the stations and along the sides of the track.

The second part of the train arrived at Paddington station at 7:55 P. M. The Mauretania arrived at Queens-land from New York at 7:27 o'clock this morning, establishing a new record for the eastbound trip.

Her time was 4 days 14 hours and 27 minutes, which clips 174 minutes, or nearly three hours, from the time she made on August 5.

The Mauretania went on to Fishguard, and it was just five minutes past 1 o'clock in the afternoon when she arrived there. Four tenders immediately went alongside the big liner and landed the passengers and mails on the quay.

Two trains, one for the mails, the other for passengers, were waiting to be despatched to London without delay, and, according to expectations, were to cover the distance of 200 miles within five hours.

Fishguard was gayly decorated in honor of the beginning of its new career as an ocean mail port and also as marking the record and momentous era in the history of transatlantic mail, inaugurated by the trip of the Mauretania.

The little hillside road leading from Goodwick, a village and watering place almost adjoining Fishguard, was an avenue of waving streamers of all colors and presented a brilliant spectacle. The station at Fishguard was hidden beneath a mass of streamers and flags of all nations.

The day was observed by the populace as a general holiday, and enthusiasm was at the highest pitch. All the town suspended business when the giant liner hove in sight, and the whole population crowded to the shore to witness the landing of the passengers and the mails. A more enthusiastic celebration of any event has never been witnessed in South Wales.

The officers of the Great Western Railway did their utmost to expedite matters. Lord Churchill and Lord Barmore, directors of the railway, travelled on the steamer from Queenstown to Fishguard in order to supervise the arrangements. The general manager and superintendent of the railway company arrived at Fishguard yesterday with a complete staff which included telegraph operators, money changers, baggage handlers and railway men of every grade. The baggage was examined upon the station platform and then quickly placed aboard the special train. The train was timed to leave Fishguard at 2 o'clock and to reach London at 6:35 o'clock. This finishing run, coupled with the time of the Mauretania, is the greatest feat ever performed in quick travelling.

The steamer's passengers said they were delighted with the swift passage made. They asserted that the Mauretania would have accomplished even better time if she had not encountered strong north winds and heavy seas.

The average speed of the vessel on the passage from New York to Queenstown was 25.41 knots.

The representatives of the Cunard Line and the Great Western Railway strongly deprecated the suggestion that the opening of Fishguard as a port for Atlantic liners will injure Liverpool. On the contrary, they declare that it marks the alliance between the Cunard Line and the Great Western Railway for the purpose of upholding Liverpool against Southampton and Cherbourg.

The coming of the Mauretania marks the realization of the hopes which the Great Western Railway Company entertained when it decided to spend \$200,000 for the construction of the Fishguard harbor. Fishguard, however, is only an adjunct to Liverpool, as it does not possess any repairing docks or facilities for provisioning or manning large ocean-going ships.

S. F. Edge, the noted English motorist, who was a passenger by the Mauretania, says the great feature of the trip from New York to London was its comfort. He described the journey between the two cities as the greatest feat on record in the way of organization and transport. He was of opinion that without doubt future trips of the Mauretania would be made in quicker time, as the vessel this time had been somewhat hampered by head winds.

The Cunard Line officials here are jubilant over the newest record of the Mauretania. Minutes clipped from the record had ceased to arouse any great enthusiasm, but a drop of 2 hours and 54 minutes from the eastward record was unexpected.

The Mauretania left here last Wednesday at 10 A. M. She arrived at Fishguard at 1:05 yesterday. The time from lightship to lightship was 4 days 14 hours and 27 minutes, which clipped 174 minutes from her best previous eastward run of 4 days 17 hours and 20 minutes. Her average speed was 25.41 knots. Her days' run were, 590, 580, 584, 578, 475—a total of 2,807.

What particularly pleases the Cunard people is that the passengers arrived in London on the evening of the sixth day out from New York and could get to Paris by the next morning. The elapsed time from New York to London, allowing 5 hours for the change of meridian, was as nearly as may be 5 days 3 hours 40 minutes for the mail train and 5 days 4 hours 28 minutes for the first section of the passenger train.

ABDUL HAMID'S CONDITION.

Deposed Sultan of Turkey Said to Be Insane and Rapidly Wasting Away.

Special Cable Dispatch to THE SUN.
PARIS, Aug. 30.—A despatch to the Matin from Salonica tells to-day of the serious condition of the deposed Sultan of Turkey, Abdul Hamid. The despatch states that he is weak both mentally and physically and is not expected to live many more days. He gives the most incoherent orders and demands extraordinary articles from those who are attending him.

During the night he wakes and asks the women to tell him his fortune with cards, and he is seized now and again with fits of sudden madness, and at times with fits of gaiety. He sleeps fully dressed, having the fixed idea that he will die during the night.

The despatch states that Abdul is physically wasting away visibly from day to day.

RIG SHIP HOOKED A WHALE.

Sleeping Monster Stuck on the Bows of the Kaiser Wilhelm der Grosse.

Special Cable Dispatch to THE SUN.
LONDON, Aug. 30.—The steamer Kaiser Wilhelm der Grosse of the North German Lloyd Line arrived at Plymouth at 6:45 o'clock this morning. The officers reported that when the vessel was three days out from New York a huge whale crossed in front of the vessel. It was apparently floating asleep upon the surface of the water. In the resulting collision the force of the impact transfixed the huge fish on the bows.

The whale struggled unsuccessfully to free itself from the bows, and after the load had been carried for some miles the Kaiser Wilhelm der Grosse was obliged to put on full speed astern in order to clear itself of the burden.

According to the crew the whale was at least seventy feet in length.

ARENE LUPIN IN LONDON.

Du Maurier a Success in Title Role—Play Gaily Received.

Special Cable Dispatch to THE SUN.
LONDON, Aug. 30.—"Arsene Lupin," which was produced by Charles Frohman at the Duke of York's Theatre to-night, is accepted here as a rattling good detective story. It is clever and full of action and it deserved a better reception than it received.

Du Maurier as a cool, daring gentleman burglar made one of his greatest successes. A rather weak fourth act is the only defect in a play which is every whit as good as "Sherlock Holmes."

\$5,500,000 LOAN TO CHINA.

England Helps to Buy Hankow-Canton R. R. From Belgian-American Combine.

Special Cable Dispatch to THE SUN.
LONDON, Aug. 30.—The House of Commons to-day Mr. McKinnon Wood, replying to a question, announced that the Government had authorized the authorities at Hongkong to advance to the Chinese Government \$5,500,000 to repurchase the concession for the rebuilding of the Hankow-Canton Railway from the American-Belgian combination.

ROSEBERY'S BUDGET ATTACK.

Former Liberal Premier to Make Public Address at Glasgow.

Special Cable Dispatch to THE SUN.
LONDON, Aug. 30.—Lord Rosebery, the former Liberal Prime Minister, has fixed September 10 as the date on which he will deliver an anti-budget speech at Glasgow.

FRENCH BUILDING STRIKE.

A Few Thousand Stonemasons and Bricklayers Quit Work.

Special Cable Dispatch to THE SUN.
PARIS, Aug. 30.—A strike of stonemasons and bricklayers has taken place in France.

The estimated number of masons out in Paris is 4,928 and of bricklayers 1,037.

HARRIMAN ASKS SECLUSION

GIVES OUT A STATEMENT ON CONDITION OF HIS HEALTH.

Says Four Physicians Have Examined Him and Find Nothing Serious—All He Needs Is Complete Rest and He Asks the Newspaper Men to Withdraw.

Edward H. Harriman sent to the newspaper men sojourning near his residence and also caused to be made public in the city yesterday a statement prepared by himself declaring that he is not suffering from any malady of a serious nature. The statement was the first piece of intelligence straight from Mr. Harriman regarding his condition that he has sent out since he reached his home in Arden on last Tuesday.

Across the top of the note, which was written by Miss Mary Harriman, his daughter, were a dozen lines in the hand of Mr. Harriman himself. There wasn't the slightest sign of physical weakness in the formation of the letters.

The superscription, addressed to a half dozen men from New York morning newspapers, was in response to a letter which they sent by special post early in the day. They asked for a personal word from Mr. Harriman which would confute certain alarmist reports emanating from irresponsible sources and current for several days.

In Mr. Harriman's own handwriting came the following: GENTLEMEN: Thanks for your letter of to-day. The statement below was made by me over the telephone to-day and published. You see it covers the whole subject. Believe me, yours truly, E. H. HARRIMAN.

The statement to which Mr. Harriman referred was sent to New York after the special post letter was received at Arden. It referred to his apparent weakness, to the debilitating effects of his course of treatment in Europe and asked that the attendance of newspaper correspondents be withdrawn. It said:

I am pursuing the course laid out before I went abroad and advised by the physicians. I intended taking a rest as soon as my responsibilities would permit. My treatment abroad reduced my strength and vitality and weakened my digestion. The most expert physicians in Munich advised me to have an examination by surgeons as a matter of precaution.

This has been done very carefully by Drs. Brewer and Crile in conjunction with Dr. Walker James and Dr. Lytle, and the whole result is that they find nothing serious, and renew the advice previously obtained, that I should have rest and not see many people at one time, and this I am trying to do.

This covers the whole case, and later on if the representatives of the press desire, and there is any purpose to be accomplished, I will see them up here, but now I ask that the surveillance of the operations of my home be withdrawn, not so much on account of my family or myself, but that the coming and going of my friends may not be interfered with.

I appreciate the interest shown in my welfare by the press and my friends in all sections and perhaps by some others. If there was or should be anything serious I will let the press know, and as I have never deceived them I ask that the press now withdraw its representatives and rely on me.

The newspaper men immediately sent a telegram to Mr. Harriman thanking him for his note. They told him they were glad he was getting well again.

Earlier in the day C. C. Tegethoff, Mr. Harriman's private secretary, said that Mr. Harriman had passed a restful night and was in good spirits.

The stock market yesterday showed a substantial rally from the break of last week, which closed with a very weak Saturday market. The opening was very active and at an advance ranging from a substantial fraction to 4 points.

The first transaction in Union Pacific was for 12,000 shares at 200 to 207½, and from that price it rose steadily throughout all the session, closing at a net advance of 5 points. Southern Pacific advanced 3½, Reading 1½ and Steel 2½. Much of the market's strength was attributed to the coming of shorts, who were said to have had more extensive commitments, but standing than at any time since last spring.

PORTO RICO POLITICS.

Changes of High Officials—Gov. Post on Foraker Law Modifications.

Special Cable Dispatch to THE SUN.
SAN JUAN, P. R., Aug. 30.—Auditor G. C. Ward has been appointed Secretary of Porto Rico to succeed W. F. Willoughby, who has been elected President of the Executive Council.

Gov. Post has been holding conferences with political leaders and prominent citizens in regard to modifications of the Foraker act, which created the existing system of government. The Governor declares that the American Congress will take up the Porto Rican organic act at its next session. He says Mr. Olmsted, the author of the act named after him, has written a letter relative to public opinion here on the subject.

WELLMAN AT TROMSOE.

Ever Baffled Balloonist Leaves Party to Guard the Outposts of the Pole.

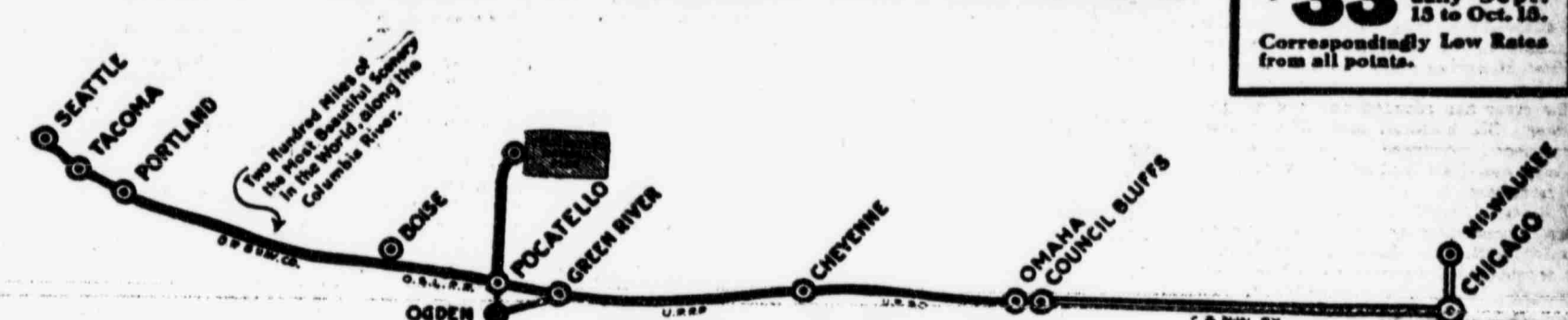
Special Cable Dispatch to THE SUN.
CHRISTIANIA, Aug. 30.—Walter Wellman, whose balloon, in which he expected to reach the North Pole, was recently disabled, has arrived at Tromsøe.

Three members of the expedition will remain at Spitzbergen during the winter in charge of the airship.

Fell Five Stories and Sprained a Wrist.

HASTINGS, Aug. 30.—After falling from the roof of a five story building to-day Henry Breslin, 25 years old, got up, shook himself and then walked into the building apparently unharmed. Dr. Denniston was called, but he found that with the exception of a slightly sprained wrist Breslin had escaped injury.

The Pacific Northwest



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Fast Schedules—Three Days Enroute
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Oregon-Washington Limited Chicago-Portland Special

Lv. Chicago	11:30 a. m.	10:00 p. m.
Ar. Omaha	12:45 a. m.	12:35 p. m.
Ar. Cheyenne	4:45 p. m.	2:50 a. m.
Ar. Granger	4:37 a. m.	1:37 p. m.
Ar. Portland	8:30 a. m.	3:00 p. m.

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Pullman Standard Drawing Room, Private Compartment and Tourist Sleeping Cars and Free Reclining Chair Cars through to Portland on both trains. Composite buffet observation cars on the electric-lighted Chicago-Portland Special, and observation sleeping cars on the Oregon-Washington Limited. All meals in Dining Cars a la carte.

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AN AVIATION JUBILATION

AERO LUNCHEON AT REIMS A REAL LOVE FEAST.

Curtis Enthusiastically Cheered—American Complements to Blériot—Will the International Cup Fly Back?—Full Year's Progress Gained in a Week.

Special Cable Dispatch to THE SUN.
REIMS, Aug. 30.—The aviation committee celebrated the success of the last week with a luncheon to-day. How justified the committee's pride in that success is will be recognized when it is recalled that only last spring Monaco offered \$20,000 for flying prizes, and although the motorboat races which were held at the same time that had been set for the aeroplane races attracted many competitors, no single aviator appeared.

Again when the first aerodrome was opened at Juvisy, near Paris, some four months ago the crowd started a riot because of their disappointment at the failure of any one to fly.

Glenn Curtiss attended the luncheon, walking without a cane for the first time since his recent accident. He has not decided yet as to whether he will attend the Brescia and Berlin aviation meetings, since he wishes to return to America at the earliest possible moment. In the meantime agents from London, Blackpool and other places are here trying to arrange with him and other prominent aviators to go and fly in their towns.

The committee solved a delicate question in regard to the luncheon in an ingenious manner. Reims being the birthplace of champagne, all the most noted makers of that beverage figured among the prize givers. Each naturally would have liked to have his particular brand on the menu, but finally all joined in putting up a special brand for the banquet which was denominated simply the "Aero Club" brand.

Blériot, who is quoted as saying that he will never fly again, was also present. He has a mark over his eye and carries one of his hands in a sling as the result of his accident. He sold no less than fifty-two of his machines during the last week, the buyers gladly paying a premium for early delivery, thus recalling the early history of the automobile industry.

The price for the Blériot machine is \$2,000, while the Antoinettes of the type sailed by Latham cost double this amount. The prizes must leave a good margin of profit, as the cost of the material with the motor can hardly be greatly in excess of \$600.

The Marquis de Polignac read the list of prize winners. Cheers greeted the name of each favorite. Latham and Curtiss received the heartiest cheers, but when the name of Blériot was read there was a positive ovation.

When the result of the race for the international cup was announced the cheering was so keen that Curtiss, the winner of this event, had to rise and bow his acknowledgments.

The Marquis de Polignac announced that a similar week of racing would be held next year.

The Mayor of Reims made a speech in which, after referring to the execrable weather which marred the first Saturday and Sunday, he expressed his joy that what at first threatened to be a disaster had afterward become a triumph.

M. Loreau, president of the joint committee of the Aero and Auto clubs, under which the meeting was held, made a witty and poetical speech in which he quoted Blériot as saying after Curtiss' success in the international cup contest, "Well, we will have to go to America." He contrasted the old Roman days at Reims, when the people looked down on brutal displays of gladiatorial combats with the present days, when their eyes were thrown up to the heavens to gaze on the triumphs of human skill.

Roger William Wallace, president of the English Aero Club, was the next speaker. He said he regretted that the cups were going to America, because cups going to that country lost the habit of returning.

Cortlandt Field Bishop, president of the American Aero Club, referring to Mr. Wallace's remarks about the cups going to America, said there was one exception—the balloon cup "which went to America in 1906," he said, "and came back the next year." He expressed the hope that all who took part in the present meeting would go to America in 1910, "but," he added, "if Blériot comes I am afraid of the result."

The representative of the Paris Petit Journal announced that his newspaper would give Latham a prize of \$2,000 in recognition of his brilliant flying. Latham, accepted the prize in the name of the Antoinette company and proposed the health of the proprietor of the paper.

Replying to an inquiry by THE SUN correspondent as to his opinion of the relative merits of monoplane and biplane, Glenn Curtiss said: "The advantages of each are so numerous that it would require a book to give the details of the reasons. When I came here I was on the fence. Now I have decided to stick to the biplane."

Thus ended a week which advanced the progress of aviation by years.

ZEPPELIN III CRIPPLED AGAIN.

Big Airship Won't Be Ready to Fly for the Austrian Kaiser to-day.

Special Cable Dispatch to THE SUN.
BERLIN, Aug. 30.—A serious accident to the Zeppelin III, occurred during the return journey toward Friedrichshafen. The airship made fine progress until 5 o'clock this morning, when the propeller broke while in the vicinity of Bülzig, near Wittenberg.

Fragments of the propeller flew up and tore two large holes in the envelope. Ballast was thrown overboard in order to counteract the effect of escaping gas and the airship was brought safely to land on a common on the outskirts of Bülzig.

Chief Engineer Duerr telegraphed to Friedrichshafen ordering the immediate despatch of men and repairing materials. It is expected that the repairs will take at least two days.

The mishap upsets the arrangements for exhibiting the airship over Lake Constance to-morrow before Francis Joseph, Emperor of Austria. General sympathy is expressed for Count Zeppelin, who was not on board the airship at the time of the accident.

LATHAM-BLERIOT AIR RACE

To Be Flown in England in October for \$25,000 Prize Money.

Special Cable Dispatch to THE SUN.
LONDON, Aug. 30.—The contract for the much discussed aviation match between Blériot and Hubert Latham has been signed.

The contest will take place at Wembley Park between October 15 and 30. The winner of the contest will receive \$20,000 and the loser \$5,000.

WRIGHT FLIES IN BERLIN.

Fifteen Minute Trial Exhibition Made on German Built Machine.

Special Cable Dispatch to THE SUN.
BERLIN, Aug. 30.—Orville Wright made his first flight at the Tempelhof Field to-day, remaining in the air for fifteen minutes.

The flight was merely an exhibition and was held privately and only a few accidental civilian spectators were present in the enclosure. Mr. Wright having announced that he did not wish the trial to be generally known.

Nevertheless he had some thousands of spectators for a large part of the Berlin garrison had turned out to drill on the Tempelhof where the flight was carried on and they watched with intense interest the first successful demonstration of a heavier than air machine witnessed in Berlin. The commanders halted their troops while "Vreet," as Berliners pronounce Wright, circled over the mass of upturned faces, and after the American had alighted the officers galloped to where the aviator stood beside his machine and warmly congratulated him.

The test showed that the aeroplane which has been built in Berlin is in satisfactory working order.

Advertisements for THE SUN and THE EVENING SUN may be left at any American District Messenger office in the city.

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NEW YORK TO PHILADELPHIA
A TWO HOUR TRAIN EVERY HOUR
ON THE HOUR FROM LIBERTY STREET
10 MINUTES BEFORE THE HOUR FROM 23RD ST.

WALTHAM

WATCHES

GOMPERS STIRS UP A ROW.

Austrian Delegate Denounces Him at Paris Labor Congress.

Special Cable Dispatch to THE SUN.
PARIS, Aug. 30.—The sixth international congress of trade union secretaries opened here this morning. Among the subjects scheduled for discussion during the sessions are measures that may be taken to combat the Prussian Government's arbitrary treatment of foreign workmen, salaries and hours of labor and the creation of a permanent international committee.

The congress adopted to-day the proposal of Samuel Gompers, president of the American Federation of Labor, that the sessions be open to the public. An address of sympathy with the Swedish and Spanish workmen who are on strike was then offered and adopted and a resolution was passed in favor of the suppression of all wars.

After this Mr. Gompers made a long speech. He said that as the American unions did not belong to the international Federation he was not an official representative and would not vote on the question of a permanent international committee. Distance and lack of funds, Mr. Gompers said, had hitherto prevented American workers from sharing in European congresses, but they sympathized with the movement. Mr. Gompers declared there had also been much antagonism in Europe to trades unionism in America, adding: "If we had been affiliated with the international Federation we would have been obliged to submit to decisions of comrades who did not know that the conditions of life in America differ from theirs." Mr. Gompers thought best for the proletariat of each country to follow their own tactics.

Huebers, an Austrian delegate, made a violent attack on Gompers. "He tells us," said this delegate, "that he does not come officially to share our labor. Nevertheless he gives us advice. We are not children; we do not want lessons from America on how to carry on our business. He relates stories to us. We have something better to do than listen to them."

Huebers said he did not believe that all American workers thought as Gompers did and some day his (Gompers) co-citizens would tell him that he was wrong. Huebers concluded by declaring that he was certain that American workmen would be happy to affiliate themselves with the international federation.

After several other speeches on this subject Mr. Gompers stated that at the next congress of the American unions he would submit definitely the question as to whether or not the Americans wished to affiliate with the international federation.

CHILD STOLEN BY BEAR.

Father Fatally Hurt in Fight to Rescue Girl From a Grizzly.

NATACK, Mon., Aug. 30.—James Doolittle was probably fatally wounded in rescuing his four-year-old daughter from a grizzly bear which had picked her up and had taken her some two hundred yards away. Doolittle hearing the child's screams gave chase on horseback. The horse threw Doolittle, breaking his leg, and while helpless the grizzly turned and clawed him in a frightful manner. Aside from a few scratches the baby was uninjured.

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The experience of these 15 years is at the disposal of any business man who is interested enough to ask.

We have the exclusive control of all advertising space in the New York City Surface Cars—boroughs of Manhattan, Bronx, Richmond and in the Fifth Avenue Auto Buses.

No patent medicine or "cure" advertising accepted. Study the cards—we have a standard.